

PUBLIC COMMENTS (PC)-K

PC-K1

From: Jim Kat [katman2013@hotmail.com]
Sent: Saturday, August 10, 2013 9:00 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: 405 Freeway

I love it lets get started! } 1

Jim Katapodis Sent from my iPad

PC-K2

-----Original Message-----

From: keesgal@aol.com [<mailto:keesgal@aol.com>]
Sent: Tuesday, August 13, 2013 7:10 PM
To: Christina Byrne
Subject:

Please leave Fairview bridge area alone,the last project under our windows was a nightmare and sleepless without any consideration from workers with language&trash &trucks all night long for us working people the days were so long without sleep due to your construction . }

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PC-K3

From: mikekobel@sbcglobal.net
Sent: Thursday, August 01, 2013 2:44 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Why not Alternative 2?

Hi Friends:

I am a resident of the City of Cypress. I am wondering why the OCTA Board recommendation was for Alternative 1 and not Alternative 2?

It seems that adding 2 GP lanes in each direction would reduce congestion much better than only 1 in each direction. According to the report the incremental cost was only \$1 million (only an 8% increase).

What was the reason that OCTA only recommended Alternative 1 and not Alternative 2? (I would appreciate a reply).

I would prefer Alternative 2.

Thank you for your consideration.

Mike Kobel

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PC-K4

From: Candy [ckkoogler@earthlink.net]
Sent: Sunday, August 11, 2013 11:00 AM
To: Parsons, 405 Supplemental Draft EIR/EIS
Subject: Re: I-405 Supplemental Documents

Follow Up Flag: Follow up
Flag Status: Completed

We have lived in our house on Maple Street for 17 years.
We enjoy the quality of life, our friendly neighbors, and especially the quiet neighborhood and well-maintained homes; we left our previous area due to excessive noise and a lack of maintenance of surrounding homes. The pride of ownership in our neighborhood is a significant part of it's appeal.

If you install a freeway above the back yards of the homes on Daisy, you will immediately diminish this neighborhood.
Homes will lose appeal and thereby value. Current owners of those homes will be inclined to live elsewhere, which will introduce people who don't mind having a freeway hovering over their back yard.
If you look at homes adjacent to other undesirable structures, you will typically find a lack of 'pride of ownership'.

In addition, we will all be subject to increased freeway noise, and airborne pollution and debris from auto exhaust and the freeway itself.
I will be embarrassed by my neighborhood, instead of proud of it.
How can you justify irreparably damaging the quality of our lives?

I understand the freeway needs improvement; I am hopeful your engineers can design an alternative that will not unjustly punish people who bought homes based on the location and structure of the freeway at that time.

Thank you for your consideration,

Candace K. Koogler
Shelley D. Weir
16764 Maple Street
Fountain Valley, CA 92708
714-702-6737

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PC-K5

From: richard krumhauer [krummy003@yahoo.com]
Sent: Wednesday, July 24, 2013 10:22 AM
To: Parsons, 405 Supplemental Draft EIR/EIS
Subject: Toll Road 605/405

We are strongly opposed to the toll road. We want 2 general use lanes as was already decided upon. Thank you,
Richard and Darcy Krumhauer Rossmoor

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RESPONSE TO PUBLIC COMMENTS (PC)-K

Response to Comment Letter PC-K1

Comment PC-K1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-K2

Comment PC-K2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Although similar types of construction effects could be anticipated, Caltrans and OCTA would work with the contractor to minimize impacts on adjacent properties. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, Preferred Alternative Identification.

Response to Comment Letter PC-K3

Comment PC-K3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-K4

Comment PC-K4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis

presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Property Values, Noise/Noise Analysis, Air Quality, Health Risks.

Response to Comment Letter PC-K5

Comment PC-K5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification.